

ARIZONA DEPARTMENT OF TRANSPORTATION

OFFICE MEMO

February 5, 1987

TO: ROBERT P. MICKELSON
Deputy State Engineer

FROM: JOHN LOUIS *JLR*
Corridor Location Engineer
Urban Highway Section

RE: Southeast Loop & Southwest Loop
GRIC concerns

The letter from the GRIC dated December 2, 1986 identifies the following as issues of concern:

1. Location and type of local access points.
2. Access to Pima - Chandler Industrial Park.
3. Access to Price Road south of Pecos Road.
4. Access to GRIC where freeway is offset from the reservation boundary.

These issues have been addressed in various coordination meetings involving the GRIC. The following is a summary of our response to these issues:

Location and Type of Access Points

The following access points have been agreed upon by both the GRIC and the City of Phoenix. These were again confirmed in a December 9 meeting with GRIC representatives.

TI at 51st Avenue
TI in vicinity of 35th Avenue
TI at 19th Avenue
TI at 7th Avenue
TI at 7th Street
TI at 24th Street
TI at 40th Street
Grade Separation at 48th Street

Robert P. Mickelson
GRIC concerns
February 5, 1987
Page -2-

The following access points have been discussed in meetings with the GRIC and City of Chandler:

Grade Separation at 56th Street
TI at Kyrene Road
TI or Grade Separation at McClintock Road

There has been a general concurrence, but no firm commitment, on these access points. The consultant has pointed out that a TI at McClintock Road may require R/W from GRIC and may not work at all due to the proximity to the Price / Southeast Loop TI.

Access to Pima - Chandler Industrial Park

All concepts being considered for the I-10 TI maintain existing access to Maricopa Road and Chandler Blvd. A new additional TI is anticipated at Kyrene Road. We believe that access to the Pima - Chandler Industrial Park will be enhanced.

Access to Price Road South of Pecos Road

Directional TI concepts are being developed which allow for a direct through movement of the Price facility to the south. Projected development in this area, some of which should be reflected in the new MAG forecasts, suggests that such a connection may be desirable. It also seems logical from a continuity standpoint and would be beneficial if, at some future date, Price Expressway needed to be extended south.

Access to GRIC where Freeway is offset from Reservation Boundary

In meetings with the GRIC, we have pointed out that MAG funds can not be expended on arterial streets. Chandler has indicated in these meetings that they intend to construct the arterials to the reservation boundary.

This is the first positive piece of correspondence received from Governor Antone; it might be appropriate to recommend a meeting with him to show our interest. To this point their staff has not indicated any desire or ability to help solve any access or drainage problem by obtaining R/W & granting it to us.

JLL:ca



ROSE MOFFORD
Governor
CHARLES L. MILLER
Director

ARIZONA DEPARTMENT OF TRANSPORTATION

HIGHWAYS DIVISION

206 South Seventeenth Avenue Phoenix, Arizona 85007

September 28, 1989

THOMAS A. BRYANT, II
State Engineer

Governor Thomas R. White
Gila River Indian Community
P. O. Box 97
Sacaton, Arizona 85247

Dear Governor White:

This letter is to update you on the status of the utilization of storm water runoff as an irrigation and recreation water resource in relation to the Gila Drain.

Salt River Project has been requested to provide any information they have regarding the quality and quantity of water flowing in the Gila Drain. SRP has agreed to provide what information is available but, to date, our consultant has not received this information and SRP has been unable to provide a date as to when they will have this information.

I have instructed the Urban Highway staff to keep Ms. Dorothy Hallock of your planning staff informed on the progress of this study.

Sincerely,

GARY K. ROBINSON
Chief Deputy State Engineer
Highway Division

GKR:GEW:vlb

bcc: Jim Patterson
George Wallace



ROSE MOFFORD
Governor
CHARLES L. MILLER
Director

ARIZONA DEPARTMENT OF TRANSPORTATION

206 South Seventeenth Avenue Phoenix, Arizona 85007

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October 5, 1989

Charles Miller, Director
Arizona Department of Transportation
206 S. 17th Avenue
Phoenix, Az. 85007

Dear Charlie:

Thought you would be interested in the Conceptual Master Plan of the Gila River Indian Reservation area, south of the South Mountain San Tan Freeways. Specifically this indicates what they have in mind for their floodway greenbelts, golf course, reservoirs, etc., in that particular area, and it could possibly be a great use for additional waters in the Gila Drain.

Again, I think this is a project for this water that Chandler, ADOT and others with a common interest should be working very closely with the Tribe.

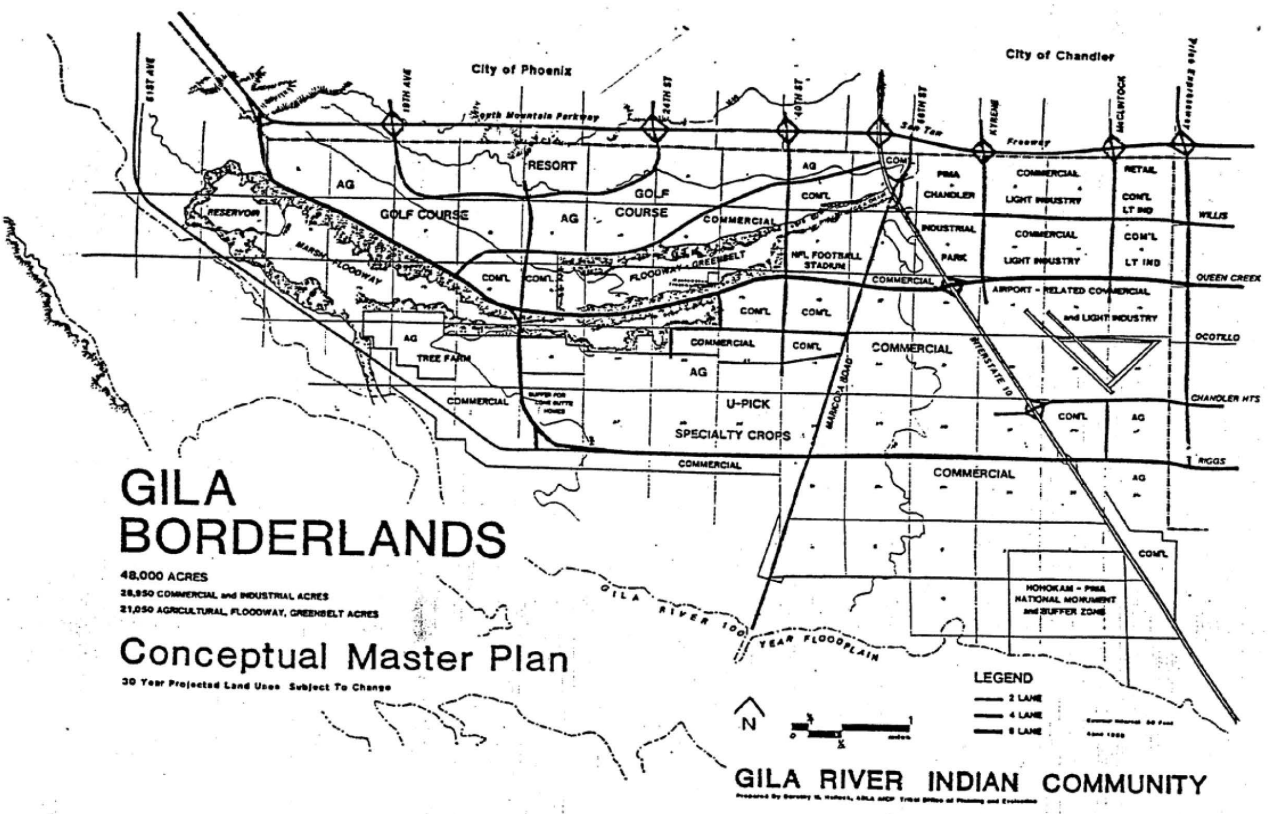
Sincerely,

Jim Patterson

JP/jlm

cc: Gary Robinson





ARIZONA DEPARTMENT OF TRANSPORTATION

HIGHWAYS DIVISION

206 South Seventeenth Avenue Phoenix, Arizona 85007

October 30, 1989

ROSE MOFFORD
Governor
CHARLES L. MILLER
Director

THOMAS A. BRYANT, II
State Engineer

Mr. James H. Matteson, P.E.
Street Transportation Director
City of Phoenix
125 E. Washington St.
Phoenix, AZ 85004

Subject: South Mountain Freeway/7th Avenue Interchange

Dear Mr. Matteson:

This letter is in response to your October 13, 1989 letter to Mr. Charles Miller regarding the removal of the 7th Avenue Interchange at South Mountain Freeway from the Department plans.

Since the referenced T.I. was included in the Design Concept plans at the request of the City, the Department has no objection to its elimination. In order to accomplish this, however, two conditions must be met:

- Dedication of right-of-way for 7th Avenue and the well site near 24th Street will be required. These areas were excluded from the area purchased from the Foothills in 1988. These are highlighted on the attached drawing.
- A letter to the Department from the Gila River Indian Community stating their concurrence with the UDC proposal. Although they have indicated their position to UDC, numerous statements regarding restriction of access to G.R.I.G. lands made during the location study makes it necessary that they formalize their position in writing to the Department.

Upon receipt of these two items and review by our Urban Highway Section, the Department can concur with your request to eliminate the interchange from the plans.

Please contact George Wallace of the Urban Highway Section if you have any questions regarding this matter.

Sincerely,

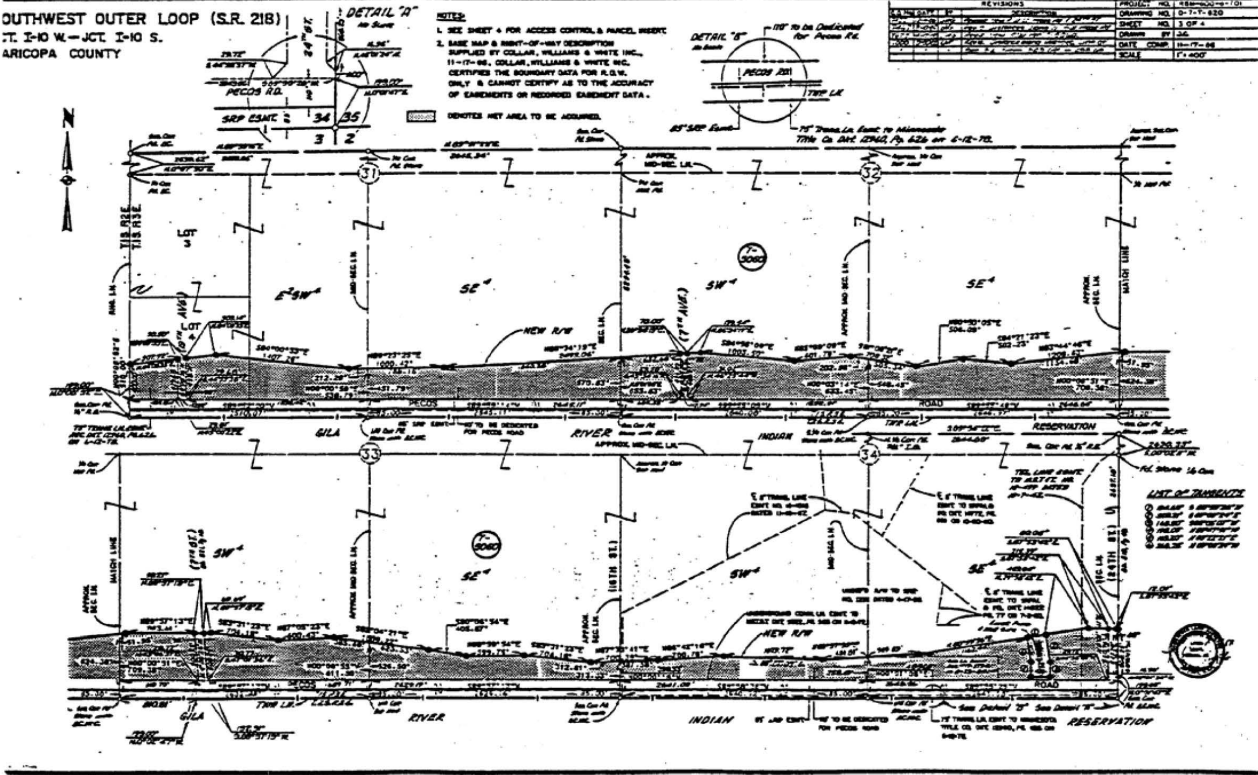
R. Gutierrez
ROSENDO GUTIERREZ
Urban Highway Engineer

RG:GEW:nb

Attachment

cc: Charles Miller
Thomas Bryant, II





ARIZONA DEPARTMENT OF TRANSPORTATION

HIGHWAYS DIVISION

206 South Seventeenth Avenue Phoenix, Arizona 85007

ROSE MOFFORD
Governor
CHARLES L. MILLER
Director

February 16, 1990

THOMAS A. BRYANT, II
State Engineer

Governor Thomas R. White
Gila River Indian Community
P. O. Box 97
Sacaton, AZ 85247

Dear Governor White:

As we discussed at our meeting January 11, 1990 I am enclosing a copy of the Final Gila Drain Alternative Study for your use.

Please feel free to call me if you have any questions.

Sincerely,

Rosendo Gutierrez
ROSENDO GUTIERREZ
Urban Highway Engineer
Urban Highway Section

RG:GEW:mc

Enclosure





ARIZONA DEPARTMENT OF TRANSPORTATION

HIGHWAYS DIVISION

206 South Seventeenth Avenue Phoenix, Arizona 85007

ROSE MOFFORD
Governor
CHARLES L. MILLER
Director

March 21, 1990

THOMAS A. BRYANT, II
State Engineer

Mr. Cecil Antone
Program Administrator
Gila Indian River Community
P. O. Box 398
Sacaton, Arizona 85247

RE: Price/Santan Freeways
TRACS No. H2222 01D

Dear Mr. Antone:

The Arizona Department of Transportation respectfully requests to be placed on the agenda for the April 4, 1990 meeting of the Tribal Council.

The agenda item will be a presentation of the General Plan for the Santan Freeway between the vicinity of 56th Street and Dobson Road, and Price Expressway from Pecos Road to Ray Road.

The Department's consultant, HDR Engineering, Inc., has refined the highway design that was developed in the August 1988 design concept report. There is no significant change from the design concept report, however, the design has been improved.

Access to the Santan Freeway from the Gila River Indian Community continues to be provided at Kyrene Road, McClintock Drive and Country Club Way.

ADOT will also have representatives from HDR at the meeting to respond to any questions. Please call me at 255-7545 to advise of the time we should be present for the meeting.

Also, per your request at our staff presentation on Tuesday, March 20, 1990 I am enclosing one copy of Volume I - Main Report of the Hydrology Study performed by HDR Engineering, Inc., and one blue line copy each of sheets 4 of 5 and 5 of 5 of the study depicting approximate detention basin locations, sizes, depths, etc., along Price Expressway and the Santan Freeway between Price Road and approximately 56th Street.

Thank you for your consideration.

Sincerely,

George E. Wallace

GEORGE E. WALLACE, P. E.
Corridor Engineer
Urban Highway Section

GEW:vlb

Enclosures

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ARIZONA DEPARTMENT OF TRANSPORTATION

HIGHWAYS DIVISION

206 South Seventeenth Avenue Phoenix, Arizona 85007

ROSE MOFFORD
XXXXXXXXXXXXX
CHARLES L. MILLER
Director
James S. Creedon
Acting Director

October 19, 1990

THOMAS A. BRYANT, II
State Engineer

Mr. Lucius Kyyitan, Chairman
Natural Resources Committee
Gila River Indian Community
P. O. Box 97
Sacaton, Arizona 85247

SUBJECT: Gila Borderlands Concept
Greenbelt Channel Proposal

Dear Mr. Kyyitan:

The Arizona Department of Transportation (ADOT) respectfully requests to be placed on the agenda for the October 30, 1990 meeting of the Natural Resources Committee.

The agenda item will be a proposal to implement a portion of the planned "greenbelt" channel shown in the Gila Borderlands Conceptual Master Plan by utilizing the channel as a borrow source for construction of the South Mountain Freeway. This proposal would be under essentially the same terms as the agreement the Community currently has with Pinal County for the Maricopa Road project. As a part of this proposal, ADOT will also request permission to discharge stormwater collected along the future Price Expressway and Santan Freeway into the improved "greenbelt" channel.

The Department's consultant, HDR Engineering, Inc. has investigated the use of the Gila Floodway (the location of the "greenbelt" channel) as a potential stormwater outfall for the Price and Santan Freeways. The Gila Floodway is the historical path this water takes to the Gila River. We propose to use the excavated floodway to maintain the historical outfall of this runoff and convey this water to the proposed marshland and reservoir shown in the Gila Borderlands plan.



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Mr. Lucius Kyyitan
October 19, 1990
Page 2

Our consultants will make a brief presentation to your committee and answer any questions you may have. Please call me at 255-7545 to advise of the time we should be present for the meeting.

Thank you for your consideration.

Sincerely,

George E. Wallace
GEORGE E. WALLACE, P.E.
Corridor Engineer
Urban Highways Section

GEW:mj

cc: Cecil Antone, GRIC Land Planning
0745p



ARIZONA DEPARTMENT OF TRANSPORTATION

HIGHWAYS DIVISION
206 South Seventeenth Avenue - Phoenix, Arizona 85007-3213



FIFE SYMINGTON
Governor

GARY K. ROBINSON
State Engineer

CHARLES E. COWAN
Director

January 20, 1992

Mr. Cecil Antone
Gila River Indian Community
P.O. Box 398
Sacaton, Arizona 85247

Dear Mr. Antone:

Enclosed find one fully executed copy of ADOT Joint Project Agreement 91-99 regarding the Arizona State University Study of the Gila Floodway, for your information

The GRIC will be kept informed of the status of the Development of this project. Please feel free to contact me or Steve Martin at 255-7545 if you need any additional information.

Sincerely,

George E. Wallace
GEORGE E. WALLACE
Corridor Engineer
Urban Highway Section

GEW:km 0059p

Attachment

cc: Lynn Acree, ADOT-ECS



SAMPLE

Project Information: 602-712-7006

Website: www.dot.state.az.us Email: SouthMountain@dot.state.az.us

October 3, 2001

Amy Edwards
Transportation Engineer
HDR
2141 E Highland Ave #250
Phoenix, AZ 85016

**RE: FEDERAL HIGHWAY ADMINISTRATION
& ARIZONA DEPARTMENT OF TRANSPORTATION**

**AGENCY SCOPING – FIELD REVIEW AND WORKSHOP
South Mountain Corridor Location/Design Concept Report
& Environmental Impact Statement**

**OCTOBER 30-31, 2001
Biltmore Medical Mall, Room 204, 2222 East Highland, Phoenix**

Dear Amy Edwards:

The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) invite you to attend an Agency Scoping - Field Review and Workshop for the South Mountain Corridor study, which will be conducted over the next three years.

A South Mountain Freeway was included in the Regional Freeway System plan that was approved by Maricopa County voters in 1985. A conceptual design and state-level Environmental Assessment (EA) were completed in 1988. As presented in the EA, the freeway would connect Interstate 10 south of Phoenix with Interstate 10 west of the city, following an east-west alignment along Pecos Road, through the western tip of South Mountain Park, then north to Interstate 10 between 55th and 63rd avenues.

ADOT and FHWA are beginning a conceptual design and Environmental Impact Statement (EIS) process that will examine a full range of alternatives for a South Mountain transportation corridor, including the concept presented in the 1988 EA. The potential social, economic and environmental impacts of each reasonable alternative will be studied, along with ways to lessen any negative impacts.

Although subject to change, the general study area is defined as follows: the western portion of the study area is bounded Interstate 10 on the north, 107th Avenue/Gila River on the west and 43rd Avenue on the east. The eastern portion of the study area is bounded by Pecos Road on the north, Ocotillo Road on the south, the Gila River on the west and Interstate 10 on the east.

On October 30, ADOT study team members will provide an overview of the project followed by a tour of the project area. On the second day, each agency representative is invited to identify issues and concerns that will need to be considered during the study. To assist you in preparing for the meeting, we have enclosed the following:

South Mountain Corridor Agency Scoping Invitation

Page 2

- Project area map
- Notice of Intent to Prepare an EIS (*Located on the backside of the project area map.*)
- Fact sheet and commonly asked questions
- October 30 and 31 Agendas
- Map to the meeting site (*Located on the backside of the agenda.*)
- Registration form

It is important that we identify all of your issues at the October 31 scoping meeting to allow the project team adequate time to resolve your agency concerns through the study process. In order for the meeting to be effective to both ADOT and your agency, please take time prior to the meeting to consider the following:

- What is your agency's responsibility? If a public entity, what is your agency's responsibility to the public?
- How does this mandate relate to ADOT's mandate to serve the driving public? Similarities? Differences?
- Are there specific areas/services in the project area that your agency is responsible for?
- What information can you bring to the meeting that will aid in communicating agency concerns/issues/opportunities?
- Do you have any maps, plans or designs of projects or studies within the project area? If so, please bring a copy.

We believe effective early scoping of issues can result in a project that meets the needs and objectives of your agency. Therefore, we have allocated the afternoon of the second day for you to present your suggestions, issues and concerns.

Your participation is critical to helping us meet the project goals and schedule. Please complete the enclosed registration form and return by October 15, 2000. If you have any questions, please feel free to call Theresa Gunn, public involvement coordinator, at 623-362-1597 or leave a message on the project information line at 602-712-7006.

Sincerely,

Mary Viparina
Mary Viparina, P.E.
Project Manager

Enclosures

facilities they used and the services they received. The information collected will be used to evaluate current maintenance, facility, and service practices and policies and to identify new opportunities for improvements.

Jacklyn J. Stephenson,
Senior Manager, Enterprise Operations
Information Services.
[FR Doc. 01-9817 Filed 4-19-01; 8:45 am]
BILLING CODE 6120-08-P

DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Environmental Impact Statement;
Maricopa County, Arizona

AGENCY: Federal Highway
Administration (FHWA), DOT.
ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an individual impact statement will be prepared for a proposed highway project within Maricopa County, Arizona.

FOR FURTHER INFORMATION CONTACT:
Kenneth H. Davis, District Engineer,
Federal Highway Administration, 234
North Central Avenue, Suite 330,
Phoenix, AZ 85004, telephone (602)
379-3646.

SUPPLEMENTARY INFORMATION: The
FHWA, in cooperation with the Arizona
Department of Transportation (ADOT),
will prepare an environmental impact
statement (EIS) to study the proposed
South Mountain Corridor in Maricopa
County, Arizona. The proposed project
will involve construction of a new
multilane freeway in the metropolitan
Phoenix area extending approximately
25 miles from I-10 west of Phoenix to
I-10 southeast of Phoenix to form a
southwest loop. The proposed project
will evaluate potential impacts to
mountain preserve land, residential and
commercial development, Tribal lands,
cultural resources, historic roads and
canals, Endangered Species,
jurisdictional water of the U.S., air and
noise quality, and hazardous waste.

Improvements to the corridor are
considered necessary to provide for the
existing and projected traffic demand. A
full range of reasonable alternatives will
be considered including (1) taking no
action; (2) using alternate travel modes;
(3) limited access parkway; (4) major
urban arterial with transportation
system management improvements; and
(5) a freeway.

A Final State Environmental
Assessment was completed for the
South Mountain Corridor. At that time,

a recommended alternative was selected
and an accompanying Design Concept
Report was completed in September
1988. Due to the elapsed time and
changed conditions that have occurred
since completion of these documents,
new studies are required.

Letters describing the proposed action
and soliciting comments will be sent to
appropriate Federal, State and local
agencies including the Environmental
Protection Agency, U.S. Army Corps of
Engineers, Bureau of Indian Affairs,
Bureau of Land Management, U.S. Fish
and Wildlife Service, Arizona State
Land Department, Arizona Game & Fish
Department, City of Phoenix, Town of
Laveen, City of Avondale, and the Gila
River Indian Tribe. Letters will also be
sent to interested parties including, the
Ahwatukee Foothills Village Planning
Committee, Laveen Village Planning
Committee and Estrella Village Planning
Committee.

A series of public meetings will be
held in the communities within the
proposed study area. In addition, a
public hearing will be held. Public
notice will be given advising of the time
and place of the meetings and hearing.
A formal scoping meeting is planned
between Federal, State, city and Tribal
stakeholders.

To insure that the full range of issues
related to this proposed action are
addressed and all significant issues
identified, comments, and suggestions
are invited from all interested parties.
Comments or questions concerning this
proposed action and the EIS should be
directed to the FHWA at the address
provided above.

(Catalog of Federal Domestic Assistance
Program Number 20.205, Highway Planning
and Construction. The regulations
implementing Executive Order 12372
regarding intergovernmental consultation on
Federal programs and activities apply to this
program.)

Kenneth H. Davis,
District Engineer, Phoenix.
[FR Doc. 01-9782 Filed 4-19-01; 8:45 am]
BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION
Federal Motor Carrier Safety
Administration

[Docket No. FMCSA-97-2341]

Parts and Accessories Necessary for
Safe Operation; Manufactured Home
Tires

AGENCY: Federal Motor Carrier Safety
Administration (FMCSA), DOT.

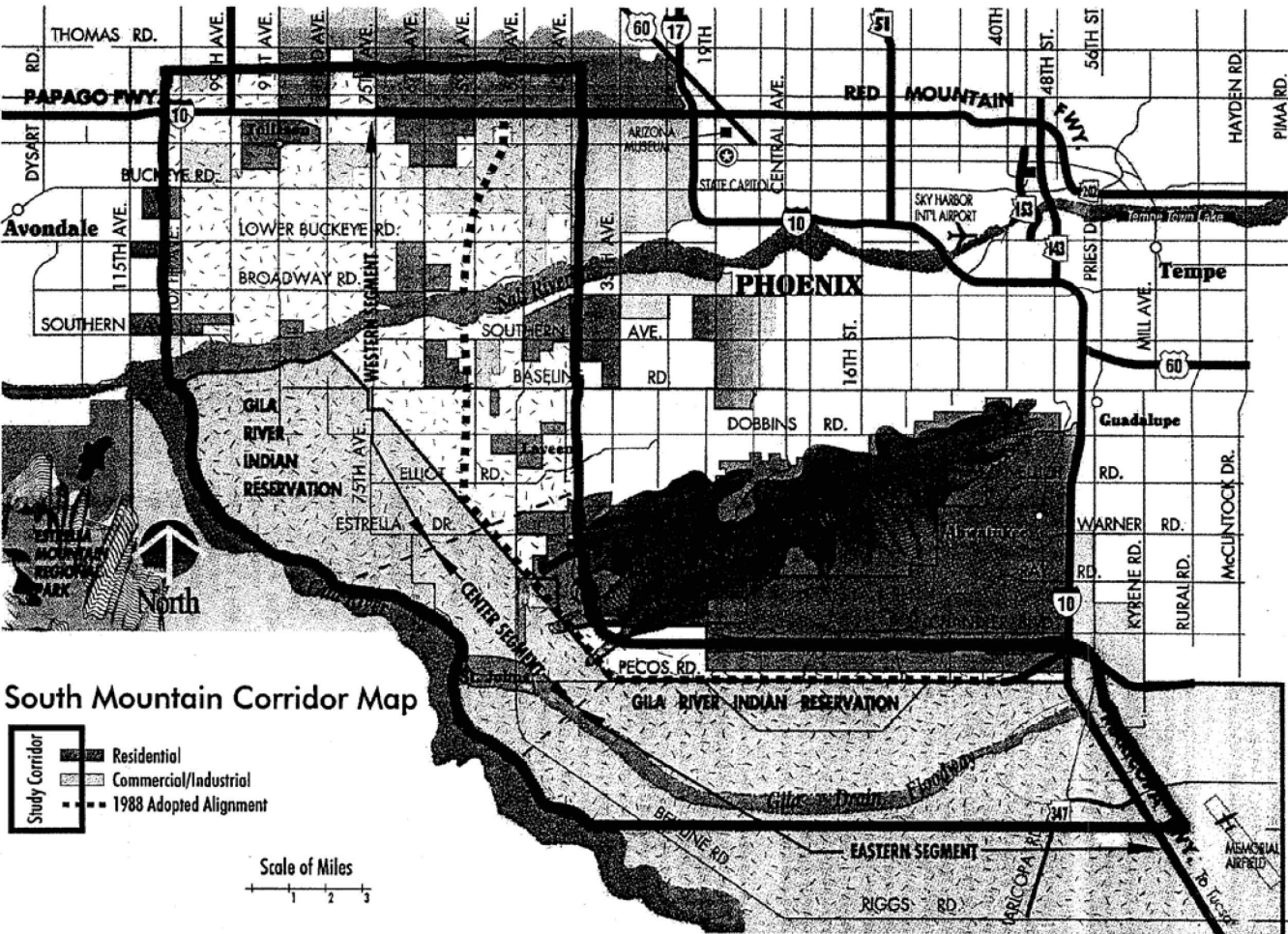
ACTION: Notice of intent to deny
petitions for rulemaking; request for
comments.

SUMMARY: The FMCSA announces its
intent to deny petitions for rulemaking
from the Manufactured Housing
Institute (MHI) and Multinational Legal
Services, PLLC (Multinational)
concerning overloading of tires used for
the transportation of manufactured
homes. Currently, these tires may be
loaded up to 18 percent over the load
rating marked on the sidewall of the
tires, or in the absence of such a
marking, 18 percent above the load
rating specified in publications of
certain organizations specializing in
tires. The termination date of the rule
allowing 18-percent overloading of
these tires was originally set for
November 20, 2000, but was delayed
until December 31, 2001, to provide the
agency time to complete its review of
the MHI's petition to allow 18 percent
overloading on a permanent basis. The
agency has now completed its review of
the MHI's data and believes that there
should be no further delay in the
termination date. The agency has also
completed its analysis of
Multinational's petition to rescind the
final rule which delayed the termination
date until December 31, 2001, and
determined on a preliminary basis that
the petition should be denied. Denial of
both petitions would result in
transporters of manufactured homes
being prohibited from operating such
units on overloaded tires on or after
January 1, 2002.

DATES: We must receive your comments
by May 21, 2001. We will consider
comments received after the comment
closing date to the extent practicable.

ADDRESSES: You can mail, fax, hand
deliver or electronically submit written
comments to the U.S. Department of
Transportation, Docket Management
Facility, Room PL-401, 400 Seventh
Street, SW., Washington, DC 20590-
0001, FAX (202) 493-2251, on-line at
<http://dmses.dot.gov/submit>. You must
include the docket number that appears
in the heading of this document in your
comment. You can examine and copy
all comments at the above address from
9 a.m. to 5 p.m., e.t. Monday through
Friday, except Federal holidays. If you
want us to notify you that we received
your comments, please include a self-
addressed, stamped envelope or
postcard.

FOR FURTHER INFORMATION CONTACT: Mr.
Larry W. Minor, Office of Bus and Truck
Standards and Operations, MC-PSV,
(202) 366-4009, Federal Motor Carrier
Safety Administration, 400 Seventh





South Mountain Corridor Study Facts, Questions and Answers

OVERVIEW

A South Mountain Freeway was included in the Regional Freeway System plan that was approved by Maricopa County voters in 1985. A conceptual design and state-level Environmental Assessment (EA) were completed in 1988. As presented in the EA, the freeway would connect Interstate 10 south of Phoenix with Interstate 10 west of the city, following an east-west alignment along Pecos Road, through the western tip of South Mountain Park, then north to Interstate 10 between 55th and 63rd avenues.

The north-south leg of the freeway would pass near the community of Laveen and through agricultural lands within the city of Phoenix. After it passed South Mountain Park and turned to the east, the freeway would pass through the Ahwatukee/Foothills community, following an alignment along Pecos Road.

The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) are conducting a new engineering and environmental study – known as an Environmental Impact Statement (EIS) – that will examine a full range of alternatives to the concept presented in the 1988 EA. The potential social, economic and environmental impacts of each reasonable alternative will be studied, along with ways to lessen those impacts.

CHRONOLOGY

A brief history of the South Mountain Corridor, from its inception to the present is listed below.

- 1983 – The Maricopa Association of Government (MAG) prepares planning studies for the Phoenix metropolitan area that identify corridors for an integrated freeway network. The South Mountain Freeway corridor is defined as a roughly two-mile wide corridor from I-10 near 51st Avenue, around South Mountain, to I-10 near Chandler Boulevard.
- 1985 – Maricopa County voters approve a half-cent sales tax to fund construction of the MAG Regional Freeway System, including a 22-mile freeway connecting I-10 in Chandler with I-10 in west Phoenix.
- 1988 – A state-level Location/Design Concept Report and an Environmental Assessment are completed for the South Mountain Freeway, designating an alignment along Pecos Road and the Gila River Indian Community border and north to I-10 between 55th and 63rd avenues. This refined corridor is adopted by the State Transportation Board.
- 1994 – Due to a funding shortfall, the Arizona Department of Transportation (ADOT) identifies 76 miles of planned freeways as “unfunded segments” and later drops some of

those segments from the system. The South Mountain Corridor is designated for potential development as a toll road.

- 1996 – A consortium of private companies proposes to build the South Mountain Freeway as a toll road. The consortium would later withdraw its proposal, saying the project was not financially feasible. The South Mountain Corridor remains a part of the MAG regional Freeway System, but is designated as “unfunded.”
- 1999 – ADOT announces plans to accelerate completion of the entire Regional Freeway System by seven years to 2007. The acceleration plan includes an unspecified portion of the South Mountain Corridor, which remains largely unfunded.
- 2000 – In anticipation of initial construction of the South Mountain Freeway, the city of Phoenix conducts a local study of Ahwatukee/Foothills area transportation needs that includes an assessment of freeway options.
- 2001 – ADOT begins preparation of a new Location/Design Concept Report and Environmental Impact Statement to examine a broad range of alternatives to the 1988 South Mountain Freeway concept.

ISSUES

The first thing the EIS will be considering will be three questions posed by the US Environmental Protection Agency (EPA):

1. Why? What is the basic problem or deficiency with the existing situation and why is this a problem?
2. Why here? Why is this problem or deficiency occurring here and why is it important?
3. Why now? Why does the problem need to be addressed now? What could happen if the problem was not addressed now?

If a need is found to exist for a major transportation improvement in this corridor, the study then will move forward to consider all reasonable solutions, including the original freeway concept from the 1988 EA.

QUESTIONS AND ANSWERS

The South Mountain Corridor Team has attempted to anticipate and answer as many questions as possible regarding this study and the future of the corridor. Some questions cannot be fully answered until later in the study process. This document will be updated as new questions are asked and new information becomes available.

Has an alignment along Pecos Road already been decided?

No. Although an alignment along Pecos Road was identified as a result of the 1988 EA, this study will start from the beginning and will consider all reasonable alternatives.

Why is ADOT conducting a second environmental study?

Much has changed in this area since the 1988 EA was completed. The new study is being conducted in light of new development in the area as well as changes in design standards and environmental regulations and to qualify for federal funds.

If the Pecos Road alignment is not a foregone conclusion, then why has ADOT purchased right-of-way along that alignment?

ADOT began purchasing right-of-way in the corridor at a time when a specific alignment along Pecos Road had been identified and adopted. ADOT began acquiring right-of-way to preserve the viability of the corridor and to minimize future relocation of homes and businesses. Should another alternative be adopted as a result of this study, ADOT can dispose of the land that has been acquired but is no longer needed.

Will the fact that ADOT already owns right-of-way in this corridor influence the final decision?

FHWA regulations do not allow the ownership of right-of-way to be a factor in the decision regarding the adoption of an alternative.

Will an alignment on the Gila River Indian Community be considered?

Yes. The Gila River Indian Community is an active participant in this process. As long as the Community is receptive to alignments that might cross Indian lands, those alignments will be considered. However, if it were clearly indicated that the Community does not want and will not accept an alignment across its lands, consideration of such an alternative would no longer be considered viable or productive.

What factors will be considered in choosing an alternative?

Many factors will be studied, including whether there is a need for a major transportation improvement in this area and the degree to which the original freeway concept or any alternatives would address that need. Other factors that will be considered include social, economic and environmental impacts, environmental regulations, relocating of existing homes and businesses, traffic projections, safety, constructability, cost and public concerns and preferences.

What about truck traffic that might be generated by a new highway?

One of the factors that will be considered in this study is the amount of truck traffic that would be generated and its potential impact on the surrounding community.

Will the public have a voice in choosing an alternative?

Yes. An extensive effort has been developed to keep the public informed of the progress of the study and to elicit public comment. Problems, concerns and preferences expressed by citizens will be factors in the ultimate decision whether to build or not to build a new facility, what should be built and where it should be located.

Will anything other than a freeway be considered?

Yes, other alternatives will be considered. Among other things, the study will consider improving existing facilities, improving or expanding other travel modes and strategies to reduce travel demand. This study will examine not only the potential impacts of a new freeway, but also the consequences of building nothing.

Is it possible that nothing will be built?

Yes. That is one of the options that will be studied.

Would air, noise and visual quality be impacted by construction of a new road or freeway?

A major purpose of this study is to determine the potential impacts on air, noise and visual quality and to look for ways to lessen those impacts.

Will existing and planned trails be accommodated?

Yes, to the extent possible. ADOT has historically made every effort possible to accommodate recreational trails.

How might South Mountain Park be affected?

Any impact on South Mountain Park would be subject to restrictions in federal law, which essentially says that no parkland can be used unless it can be shown that there are no feasible or prudent alternatives.

How long will this study take to complete?

Approximately three years. Ultimately, however, that will be determined by issues and impacts that are discovered during the course of the study.

When is something likely to be built?

It is conceivable that construction could begin as early as a year after conclusion of the study. The actual timing of construction is dependent on the availability of funding and the priority assignment to the corridor by local, regional and state officials once the EIS has been completed.

Is funding available for a major transportation improvement in this area?

Some money is currently available, but ADOT has not identified a source for the remainder of the funding that would be needed for a major transportation improvement.

Why was the toll road proposal dropped?

The toll road proposal was dropped for several reasons, including public opposition to the toll road concept and questions concerning the financial feasibility of the proposal.

Where would the corridor join I-10 to the west of Phoenix?

The corridor would likely join I-10 somewhere between 43rd Avenue and 107th Avenue. A major purpose of this study is to look at other potential locations.

Is it likely that construction of a new road or freeway would require the acquisition of existing homes or businesses?

It is highly unlikely that a major transportation improvement could be completed in this area without acquiring some existing homes and/or businesses. One purpose of this study is to determine the extent of new right-of-way that would be needed for each possible alternative.

Isn't the real purpose of a South Mountain Freeway simply to act as a bypass to divert trucks from downtown Phoenix?

The Phoenix Regional Freeway System was conceived to improve mobility in the region by increasing capacity and providing alternatives to allow traffic, including truck traffic, to bypass already congested routes.

How will planned improvements to State Route 85 affect this project?

The effects of all planned improvements, including the upgrade of SR85, will be considered in the traffic analysis to be conducted as part of this study.

How is an EIS different from the EA that was conducted in 1988?

The 1988 EA was prepared in order to satisfy state requirements only. In order to make any resulting project eligible for federal funding, the new study will satisfy federal requirements and will have to comply with the National Environmental Policy Act (NEPA). Under NEPA, an EIS is required for this project due to the potential of substantial impacts on the environment and surrounding communities. An EIS is different from an EA in that it will address in detail a number of alternatives to satisfy the transportation needs in the corridor.

For More Information on the South Mountain Corridor Study:

Project Information Line: 602-712-7006

Website: www.dot.state.az.us

Email: SouthMountain@dot.state.az.us

Address: HDR Engineering, Inc., 2141 E. Highland Avenue, Suite 250
Phoenix AZ 85016



Project Information: 602-712-7006

Website: www.dot.state.az.us **Email:** SouthMountain@dot.state.az.us

December 15, 2001

Mr. Anthony Villareal, Chairman
Gila River Indian Community
District 6
P. O. Box 54
Laveen, Arizona 85339

Dear Mr. Villareal,

As you suggested, I am submitting this letter as a formal request for you to allow our team to present an update on the South Mountain Corridor Environmental Impact Statement (EIS) at the next District 6 Community Meeting, or at your earliest convenience.

The Arizona Department of Transportation and Federal Highway Administration have given us the task of conducting an EIS in an area of the south and southwest Valley to explore the purpose and need and alternatives for possible transportation improvements in the area. The details of this study are explained in greater detail in an attached newsletter that has been distributed to approximately 75,000 people in the study area. This project is in no way associated with the past toll road study in the area, the 51st Avenue widening study conducted by Maricopa County, or the Truck Bypass Study conducted by Maricopa County. Our presentation and any questions that may follow should take no more than 30 minutes.

Our team meets monthly with a Gila River Indian Community (GRIC) Task Force assigned to monitor this project led by Sandra Shade, Director of the GRIC Department of Transportation.

Over the past several weeks our team has made presentations and answered questions at community meetings in Districts 4 and 7, the Elderly Concerns Group, the Borderlands Task Force, and the I-10/Pecos Road Landowners Association.

Also, as we discussed, I am requesting your assistance in selecting someone who does not hold elective office to represent District 6 on a citizen's advisory group that we are assembling to help guide our work on this project. And as we discussed, I hope that you will be able to recommend a candidate to us within the next two weeks. I would welcome an opportunity to talk with you in greater detail about the purpose of this group at your earliest convenience.

HDR Engineering, Inc. 2141 E. Highland Ave., Ste. 250 Phoenix AZ 85016

Villareal Letter
Page 2

If you have any questions about this please call me. Thank you very much for your time, Mr. Villareal.

Sincerely,
South Mountain Project Team

John D. Godec
602.266.5556

cc:

Sandra Shade
Mary Viparina
Ralph Ellis
Steve Martin
Jack Allen



Victor M. Mendez
Director

Arizona Department of Transportation
Intermodal Transportation Division

206 South Seventeenth Avenue Phoenix, Arizona 85007

Dick Wright
State Engineer

April 26, 2002

Mr. David Folts
Concerned Families Along South Mountain Loop 202
3407 East Cedarwood Lane
Phoenix, Arizona 85048

Dear Mr. Folts:

Thank you for your letter dated March 25, 2002, concerning several air quality and health questions that the Concerned Families Along South Mountain Loop 202 (Families) would like addressed in the South Mountain Corridor Environmental Impact Statement (EIS). Victor Mendez has asked me to respond on his behalf.

It is important to note that the Arizona Department of Transportation's (ADOT) South Mountain Corridor Study is in the early stages of development. ADOT and other stakeholders are evaluating the purpose and need to determine what transportation improvements within the study area are needed. Preliminary analyses indicate that a freeway option should be considered and alternative alignments are just now being developed. Further analyses and refinement of alternatives will be ongoing for another year or more.

The twelve questions posed in your letter are very specific regarding data parameters such as, distance from the freeway, exposure time periods, and percentages of impacts to distinct groups, such as, "children" or the "average person". The project team will continue to research available literature and utilize any applicable studies related to freeway air quality that are geared to the highly specific parameters identified in your questions. We cannot, however, guarantee that ADOT will be able to provide definitive answers to your questions.



Mr. David Folts
April 26, 2002
Page 2

Typically, pollutants in vehicle exhaust are lighter than air and are quickly dispersed into the atmosphere. This also tends to be true for air pollutants from other sources. For this reason, vehicle exhaust is typically viewed as a part of a larger regional air quality problem and health effects are evaluated on a regional basis. The air quality analysis performed for the EIS evaluates the potential contribution of pollutants a proposed freeway makes to the regional air quality. The exception is carbon monoxide which is also evaluated for local impacts and this analysis will be presented in the EIS.

Information regarding the health effects related to regional air quality in Maricopa County may be obtained from the Maricopa Association of Governments at (602) 254-6300, the Arizona Department of Environmental Quality at (602) 207-2347 and the Maricopa County Department of Environmental Health Services at (602) 506-6712.

Sincerely,



Mary Viparina
Senior Project Manager
ADOT Valley Transportation

MV/ta

c. Victor Mendez
William Vachon, FHWA
Thor Anderson



Project Information: 602-712-7666
Website: www.dot.state.az.us Email: SouthMountain@dot.state.az.us

July 12, 2002

Chief Harold Hurtt
City of Phoenix Police Department
620 West Washington
Phoenix, Arizona 85003

Dear Chief Hurtt:

The Arizona Department of Transportation (ADOT) and Federal Highway Administration (FHWA) are conducting an Environmental Impact Statement (EIS) and Design Concept Report (DCR) for the previously proposed South Mountain leg of the Valley's Loop 202 freeway segment.

A consulting team led by HDR Engineering, Inc. has been hired to conduct this study. As part of an extensive public involvement effort we are working with a Citizens Advisory Team (CAT) to help guide this effort. This CAT comprised of citizens from throughout the south and southwestern parts of the Valley as well as the Gila River Indian Community.

Based on the recommendation of City of Phoenix planning staff I spoke with Assistant Chief Silverio Ontiveros earlier this week and asked him to join this group to help us in this endeavor as a representative of the Laveen Village Planning Committee. He has expressed his initial willingness to do so but asked that I also forward this request to you to help ensure that there would be no apparent conflicts.

This group meets on the fourth Thursday of each month in the evening. Meetings are generally held at Vee Quiva on the Gila River Indian Community near Laveen. Assistant Chief Ontiveros' participation and perspective would be extremely valuable, both as a member of the Laveen Village Planning Committee and as a senior member of the Phoenix Police Department.

If you have any questions about this request or Chief Ontiveros' role in this matter, please feel free to call me at 602.266.5556, Mary Viparina at ADOT at 602.712.7643, Thor Anderson at ADOT at 602.712.8637, or Bill Vachon at FHWA at 602.379.3646, extension 118.

South Mountain Citizen's Advisory Team Letter
July 12, 2002
Page 2

Sincerely,
South Mountain Corridor Team

John D. Godec
602.266.5556

CC:
Assistant Chief Silverio Ontiveras
Mary Viparina
Thor Anderson
Bill Vachon
Amy Edwards



Victor M. Mendez
Director

Arizona Department of Transportation
Intermodal Transportation Division
206 South Seventeenth Avenue Phoenix, Arizona 85007

Dick Wright
State Engineer

October 3, 2002

Governor Donald R. Antone, Sr.
Lieutenant Governor Richard Narcia
Gila River Indian Community
P.O. Box 97
Sacaton, AZ 85247

Re: South Mountain Corridor Study
Availability for Information Update - District 6

Dear Governor Antone and Lieutenant Governor Narcia:

The South Mountain Corridor Study Team wants to keep you apprised of all Gila River Indian Community coordination and information sharing activities concerning this project. We have provided District 6 with a letter, copy enclosed, advising them of our availability to present information on status and activities of the South Mountain Study and we look forward to receiving their invitation.

Sincerely,

Mary Viparina
Project Manager
Arizona Department of Transportation

c: Mary Thomas
Anthony Villareal
Sandra Shade
Project File

Enclosure





Arizona Department of Transportation
Intermodal Transportation Division
 206 South Seventeenth Avenue Phoenix, Arizona 85007

Victor M. Mendez
 Director

Dick Wright
 State Engineer

October 3, 2002

Mr. Albert Pablo
 Chairman, St. John's Community Council
 District 6
 Gila River Indian Community
 P.O. Box 54
 Laveen, AZ 85339

Re: Information on the South Mountain Corridor Study

Dear Mr. Pablo:

The Arizona Department of Transportation (ADOT) is progressing on the South Mountain Corridor Study. Coordination and information sharing with the Gila River Indian Community is a high priority for both the Federal Highway Administration and ADOT. If desired, we are prepared to provide an information update of study activities to the District 6 Council and others as you may wish to invite. Our study team can provide information on the project history, recent activities and developments, as well as the next steps in the environmental review process.

We would be prepared to present to you at the October 21, 2002 Council Meeting or at your convenience. Please let me know if the council would be interested in such a presentation. I can be reached at 602-712-7643.

Sincerely,

Mary Viparina
 Mary Viparina
 Project Manager
 Arizona Department of Transportation

c: Mary Thomas
 Sandra Shade
 Anthony Villareal
 Project File



Janet Napolitano
 Governor

Victor M. Mendez
 Director

Arizona Department of Transportation
Intermodal Transportation Division
 206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Debra R. Brisk
 Deputy Director

February 5, 2003

Mayor Ron Drake
 City of Avondale
 525 North Central Avenue
 Avondale, AZ 85323-1999

RE: South Mountain EIS and L/DCR

Dear Mr. Drake:

Thank you for your letter of January 27, 2003, regarding the proposed alternatives to be studied for the South Mountain Environmental Impact Statement and Location/Design Concept Report. As you may be aware, we are completing the data gathering efforts for the corridor alternative development. Included in this effort was requesting suggested routes for the corridor from the public, the Citizens Advisory Team, potentially affected jurisdictions as well as from the technical team. This effort was undertaken per the National Environmental Policy Act and requires review of all reasonable and feasible alternatives.

During the first few months of the project, we gathered suggested routes from the public. We compiled these routes and reviewed them, looking for similarities in intent as well as ability to meet the purpose and need of the project, which is improved regional mobility. Once we had reviewed the suggested routes, it was determined they represented eight corridor alternatives. We presented these corridor alternatives to the Citizens Advisory Team and the potentially affected jurisdictions during October and November of 2002, including a meeting with staff members from the City of Avondale. During this series of meetings, a corridor alternative along 107th Avenue was suggested for review. The technical team considered this corridor alternative and determined to include it during this phase of the analysis.

The project team is currently involved in gathering impact data for each of the corridors presented. Part of the impact data being considered includes compatibility with adopted general plans, impact on existing and proposed residential, industrial and commercial developments, and public/political acceptability. The basis for the public/political acceptability impact is the information shared by your staff during the jurisdictional meeting as well as the information presented by yourself in the referenced letter. Like the City of Avondale, other jurisdictions have expressed their concern related to certain corridor alternatives and all of this information, as well as other environmental and technical data, will be used during the corridor alternatives screening process. At the completion of this phase, the stakeholders, FHWA, and ADOT will determine which corridor alternatives will be carried forward for detailed analysis in the EIS.





Project Information: 602-712-7006
Website: www.dot.state.az.us Email: SouthMountain@dot.state.az.us

March 21, 2003

Ms. Jeanette Yarmata
Gila River Telecommunications Inc.
Box 5015, 7065 W. Allison Drive
Chandler, Arizona 85226

Via Facsimile: 520.796.7534

Dear Ms. Yarmata:

As per our telephone conversation I am seeking information to be used as part of the South Mountain Corridor Environmental Impact Statement study.

We need to identify the specific locations and addresses for existing and currently planned Gila River Indian Community (GRIC) Fire Department stations, Police Department stations, Public and Private/Parochial Schools, and Hospitals. The GRIC Executive Offices referred me to you as the person who could provide us with this information.

Please call me if you have any questions about this issue, or if there is someone else that I should contact, or if there is anything else that I can do to expedite this request.

Thank you very much for your help

Sincerely,
South Mountain Corridor Team

John D. Godec
602.266.5556

cc: Amy Edwards, HDR Engineering, Inc.

May 27, 2003

Arizona State Department of Transportation
ATTN: Mr. Bill Hayden, Special Assistant
State Engineer's Office
206 S. 17th Avenue
Room 101A
Phoenix, Arizona 85007

RE: South Mountain Transportation Corridor Alternative Screening Report, Version 2.0/March 2003 Review and Comments

Dear Mr. Hayden:

On behalf of the Tolleson Mayor and Council I would like to thank you and the South Mountain Transportation Corridor Team for taking the time to visit Tolleson on March 19, 2003 for the purpose of allowing Tolleson an opportunity to comment on the proposed alternatives for the South Mountain Freeway.

Regionally speaking, I acknowledge the need for an alignment that not only moves traffic but is also logistically placed, however, there are significant cultural, financial and social issues and material technical elements that, in my opinion, make Alternatives #2 and #3 non-viable within our city corporate limits. As you will read in this letter, Alternatives #2 and #3 are, and will be, vehemently opposed by Tolleson. Tolleson strongly recommends that the South Mountain Freeway be located at its originally planned location, Alternative #1.

The Tolleson community would once again be disproportionately prejudiced by the extension of the South Mountain Freeway from Loop 101 along Alternatives #2 or #3. As you are aware, Tolleson is a small community comprised of six square miles, two miles of which are currently bisected by I-10. The citizens of Tolleson are predominately Hispanic, earning less than the average median income. Obviously, given the elements of our City and its citizens, you can see our resources are limited. The City's ability to effectively protest the proposed alignments or of its citizens to fight the siting of another freeway in their backyards is also limited. Clearly, Tolleson and its proud population have been the victims of previous highway construction. Tolleson's citizens were the last group to get a sound wall and the noise producing elevated interchange of I-10 and Loop 101 in Tolleson are recent examples of this blatant abuse of the disadvantaged. While some on the council are claiming the siting of the South Mountain Freeway in Tolleson